

FOIA(b)(7)(C) 551

CENTRAL INTELLIGENCE AGENCY

REPORT

CD NO.

50X1

COUNTRY Latvia

DATE DISTR. 26 JAN 1954

SUBJECT Railroad Traffic/Railroad Communications in Riga/
Railroad Map

NO. OF PAGES 2

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)

DATE
ACQUIRED

SUPPLEMENT TO
REPORT NO.

DATE (OF IN)

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE

1. In 1944 all cars belonged to either Precu stae or Skirotava and it was at these two stations that the cars were raised up and fitted with the Soviet gauge axle of 1524 mm or the "normal" gauge of 1435 mm.
2. The train to eastern Latvia was called "Riga First" and all the cars on this line went through Kalpaka post. The train to western Latvia was called "Riga Special" and always went through Jelgava. The important fact is not that large stations were located at these places but that all railroad cars were funneled through them.
3. The line on which there was most traffic was probably between Riga and Kemerī where the sulfur springs are located. A train left Riga every 10 minutes. The springs were greatly valued by all the high Communist officials who went there as often as possible and stayed at Hotel Kemerī.
4. Four girls were required to handle the railroad telephone system in Riga. Each girl was assigned 100 numbers placed on a dial very much like the telephone dial system in the US. We could communicate with any station in Latvia and, in emergencies, could also place calls on the public telephone system in Riga.
5. The map [redacted] produced by the Office of Railroad Typography and dated 1935, was not available to the public and could not be bought any place. Although the map is dated 1935 there had been no changes in the road in 1944. [redacted] there have been no changes in the system since, with the exception of a railroad the Germans built that ran from somewhere in the vicinity of Saldus to the vicinity c50X1 Ligciems or Sabile.
6. The red, blue and brown lines on the map [redacted] represent the routes traveled by the three officers of the Lost and Found Department. Their job was not only to locate articles left by passengers on the train but also to trace lost railroad cars.

A LAST MINUTE SUBJECT'S NAME NOTE

CLASSIFICATION **CONFIDENTIAL**

DISTRIBUTION

ORR EV

CONFIDENTIAL



-2-



50X1

Map A: An unscaled map of all the railroads in Latvia showing single and double tracks, gauge, and all the stations through which the trains passed. There is also an inset showing in detail the Riga railroad system. The map was produced by the Office of Railroad Typography and dated 1935.

50X1

50X1



PRIMARY SUBJECT: LATVIA

755.9 35M
755.43 35M
755.011 35M

-end-

CONFIDENTIAL